

MINIMUM CRITERIA DETERMINATION CHECKLIST

TIP Project No. BR-0042
W.B.S. Project No. 67042.1.1

Project Location: SR 2600 (Mizpah Church Road) over U.S. 29 in Rockingham County.

Project Description:

The North Carolina Department of Transportation (NCDOT) is proposing to replace bridge number 780116 on SR 2600 (Mizpah Church Road) over U.S. 29 in Rockingham County (Figure 1). The proposed action is listed in the Bridge Program as Project Number BR-0042.

Existing Bridge No. 780116 is 300 feet long with a clear roadway width of 34 feet with 5-foot offsets on each side. It is located in a rural area south of Reidsville with only a few residences and a church nearby. The bridge has a reinforced concrete deck on I-beams. The substructure consists of end bents made of reinforced concrete caps and precast prestressed concrete piles with interior bents of reinforced concrete post and beam with pile footings.

The replacement structure will be approximately 175 feet long providing a minimum 34-foot clear deck width. The bridge will include two 12-foot lanes and minimum 5-foot offsets on each side. The replacement bridge is shorter than the existing bridge because it is designed along a tangent while existing bridge is on a horizontal curve.

The new bridge will be constructed approximately 50 feet north of the existing bridge, and traffic will be maintained on the current bridge during construction. Existing Cook Florist Road, located approximately 230 feet east of the existing bridge, will be realigned and will tie into the new roadway approximately 210 feet east of the new bridge. Existing Magnolia Drive, located approximately 120 feet west of the existing bridge, will be realigned and will tie into the new roadway approximately 90 feet west of the new bridge (Figure 2). Adjustments to the clear distance may be required to meet sight distance requirements; if required, this will be addressed during final design of the project.

Project construction will extend approximately 1,200 feet from the east end of the new bridge and 770 feet from the west end of the new bridge. The approaches will be widened to provide two 12-foot lanes and 8-foot grassed shoulders on both sides (11-foot shoulders where guardrail is included). The roadway will be designed as a Minor Collector using American Association of State Highway and Transportation Officials (AASHTO) and Sub-Regional Tier Guidelines with a 50 mile per hour design speed.

Current cost estimates for the preferred alternative are as follows:

Right of Way Acquisition -	\$ 138,439
Utilities-	\$ 48,520
<u>Construction -</u>	<u>\$ 3,250,000</u>
Total	\$ 3,436,959

Purpose and Need:

The purpose of the proposed project is to replace a structurally deficient bridge. Bridge No. 116 was built in 1968 and is in need of replacement. NCDOT’s bridge records indicate Bridge No. 116 has a sufficiency rating of 36 out of 100 and is considered to be structurally deficient. Being structurally deficient does not mean that the bridge is unsafe, but does mean the bridge is in need of repair or replacement. As a bridge ages, the cost of repairs and continued maintenance eventually necessitate the need for replacement.

Anticipated Permit or Consultation Requirements:

No Section 404 or 401 permits or Buffer Authorizations are required for this project

Preliminary screening indicated a historic architecture survey was needed; however, based on discussions with NCDOT-Historic Architecture, because the project is state funded and will not require a Section 404 permit, no additional action is needed under Section 106.

Special Project Information:

Environmental Commitments: The list of project commitments (greensheet) is located at the end of the checklist.

Estimated Traffic:

Current (2017)	1500 vpd
Year 2040	1700 vpd
TTST	3%
Dual	1%

Design Exceptions:

There are no anticipated design exceptions for this project.

Pedestrian and Bicycle Accommodations:

There are no known pedestrian or bicycle facilities along the corridor and no special bicycle or pedestrian accommodations are proposed for this project.

Bridge Demolition: The existing bridge is made of concrete and steel and it should be possible to remove it with no debris falling on the highway below.

Alternatives Considered:

No build – There would be no changes to the existing bridge and this would not address the need to replace the structurally deficient bridge.

Build Alternatives –

Alternative 1 (preferred):

Alternative 1 was selected as the preferred alternative. In Alternative 1, the new bridge will be constructed approximately 50 feet north of the existing bridge, and traffic will be maintained on the current bridge during construction. The bridge replacement structure will be approximately 175 feet long providing a minimum 34-foot clear deck width. The bridge will include two twelve-

foot lanes and five-foot offsets on each side. This alternative straightens out the curve in the road and eliminates the need for an offsite detour.

Existing Cook Florist Road, located approximately 230 feet east of the existing bridge, will be realigned and will tie into the new roadway approximately 210 feet east of the new bridge. Existing Magnolia Drive, located approximately 120 feet west of the existing bridge, will be realigned and will tie into the new roadway approximately 90 feet west of the new bridge (Figure 2). This will eliminate the curve along this road. Adjustments to the clear distance may be required to meet sight distance requirements; if required, this will be addressed during final design of the project.

Project construction will extend approximately 1,200 feet from the east end of the new bridge and 770 feet from the west end of the new bridge. The approaches will be widened to provide two twelve-foot lanes and eight-foot grassed shoulders on both sides (eleven-foot shoulders where guardrail is included). The roadway will be designed as a Minor Collector using American Association of State Highway and Transportation Officials (AASHTO) and Sub-Regional Tier Guidelines with a 50 mile per hour design speed.

Alternative 2

A second build alternative was also considered. In Alternative 2, the new bridge would be constructed in-place with minor geometric improvements, and traffic would be detoured off site during construction. The bridge replacement would be approximately 185 feet long provide a minimum 34-foot clear deck width. The bridge will include two 12-foot lanes and 5-foot offsets on each side. Existing Cook Florist Road on the east side and Magnolia Drive on the west side of bridge would be tied into the new roadway.

Project construction would extend approximately 1080 feet from the east end of the new bridge and 840 feet from the west end of the new bridge. The approaches would be widened to provide two 12-foot lanes and 8-foot grassed shoulders on both sides (1-foot shoulders where guardrail is included).

This alternative was not selected because it would require an offsite detour.

Jurisdictional Resources:

There are no jurisdictional resources located in the project study area for this project.

Protected Species:

No federally protected species listed for Rockingham County will be affected by this project.

Public Involvement:

A postcard was mailed to residents of the project study area in April 2018 to announce the beginning of the project.

PART A: MINIMUM CRITERIA

- | | YES | NO |
|---|-------------------------------------|--------------------------|
| 1. Is the proposed project listed as a type and class of activity which would qualify as a Non-Major Action under the Minimum Criteria rules? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

If "yes", under which category? **Category #8**

PART B: MINIMUM CRITERIA EXCEPTIONS

- | | YES | NO |
|--|--------------------------|-------------------------------------|
| 2. Would the proposed activity cause significant changes in land use concentrations that would be expected to create adverse air quality impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Will the proposed activity have secondary impacts or cumulative impacts that may result in a significant adverse impact to human health or the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Is the proposed activity of such an unusual nature or does the proposed activity have such widespread implications, that an uncommon concern for its environmental effects has been expressed to the NCDOT? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Does the proposed activity have a significant adverse effect on wetlands; surface waters such as rivers, streams, and estuaries; parklands; prime or unique agricultural lands; or areas of recognized scenic, recreational, archaeological, or historical value? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. Will the proposed activity endanger the existence of a species on the Department of Interior's threatened and endangered species list? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Would the proposed activity cause significant changes in land use concentrations that would be expected to create adverse water quality or groundwater impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Is the proposed activity expected to have a significant adverse effect on long-term recreational benefits of shellfish, finfish, wildlife, or their natural habitats? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

PART C: COMPLIANCE WITH STATE AND FEDERAL REGULATIONS

- | | YES | NO |
|--|--------------------------|-------------------------------------|
| <u>Ecological Impacts</u> | | |
| 9. Is a federally protected threatened or endangered species, or its habitat, likely to be impacted by the proposed action? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Does the action require the placement of fill in waters of the United States? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. Does the project require the placement of a significant amount of fill in high quality or relatively rare wetland ecosystems, such as mountain bogs or pine savannahs? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 12. Is the proposed action located in an Area of Environmental Concern, as defined in the Coastal Area Management Act? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. Does the project require stream relocation or channel changes? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Cultural Resources

- 14. Will the project have an "effect" on a property or site listed on the National Register of Historic Places?
- 15. Will the proposed action require acquisition of additional right of way from publicly owned parkland or recreational areas?

PART D: (To be completed when either category #8 or #15 of the rules is used.)

- 16. Project length: 2142 ft
- 17. Right of Way width: 80 ft
- 18. Project Completion Date LET Date FY 2020
- 19. Total Acres of Disturbed Ground Surface: 4.5 acres
- 20. Total Acres of Wetland Impacts: 0
- 21. Total Linear Feet of Stream Impacts: 0

22. Project Purpose:
 The purpose of the proposed project is to replace a structurally deficient bridge. Bridge No. 116 was built in 1968 and is in need of replacement. NCDOT's bridge records indicate Bridge No. 116 has a sufficiency rating of 36 or of 100 and is considered to be structurally deficient. Being structurally deficient does not mean that the bridge is unsafe, but does mean the bridge is in need of repair or replacement. As a bridge ages, the cost of repairs and continued maintenance eventually necessitate the need for replacement.

Prepared by:

12/12/18 Rachelle Beauregard
 Date Rachelle Beauregard, Transportation Planner, AECOM

Prepared For: North Carolina Dept. of Transportation Structures Management Unit

Reviewed by:

1/2/2019 Kevin Fischer
 Date SMU Representative

DocuSigned by:
 Kevin Fischer
 ID: 19A78D98EC496

PROJECT COMMITMENTS

Rockingham County
Replace Bridge No. 116 on SR 2600 (Mizpah Church Road) over U.S. 29
WBS 67042.1.1
S.T.I.P BR-0042

Division 7 Construction –

Mizpah United Methodist Church

Division 7 will coordinate with Mizpah United Methodist Church to minimize impacts to church property and access during construction.

(336) 342-3959

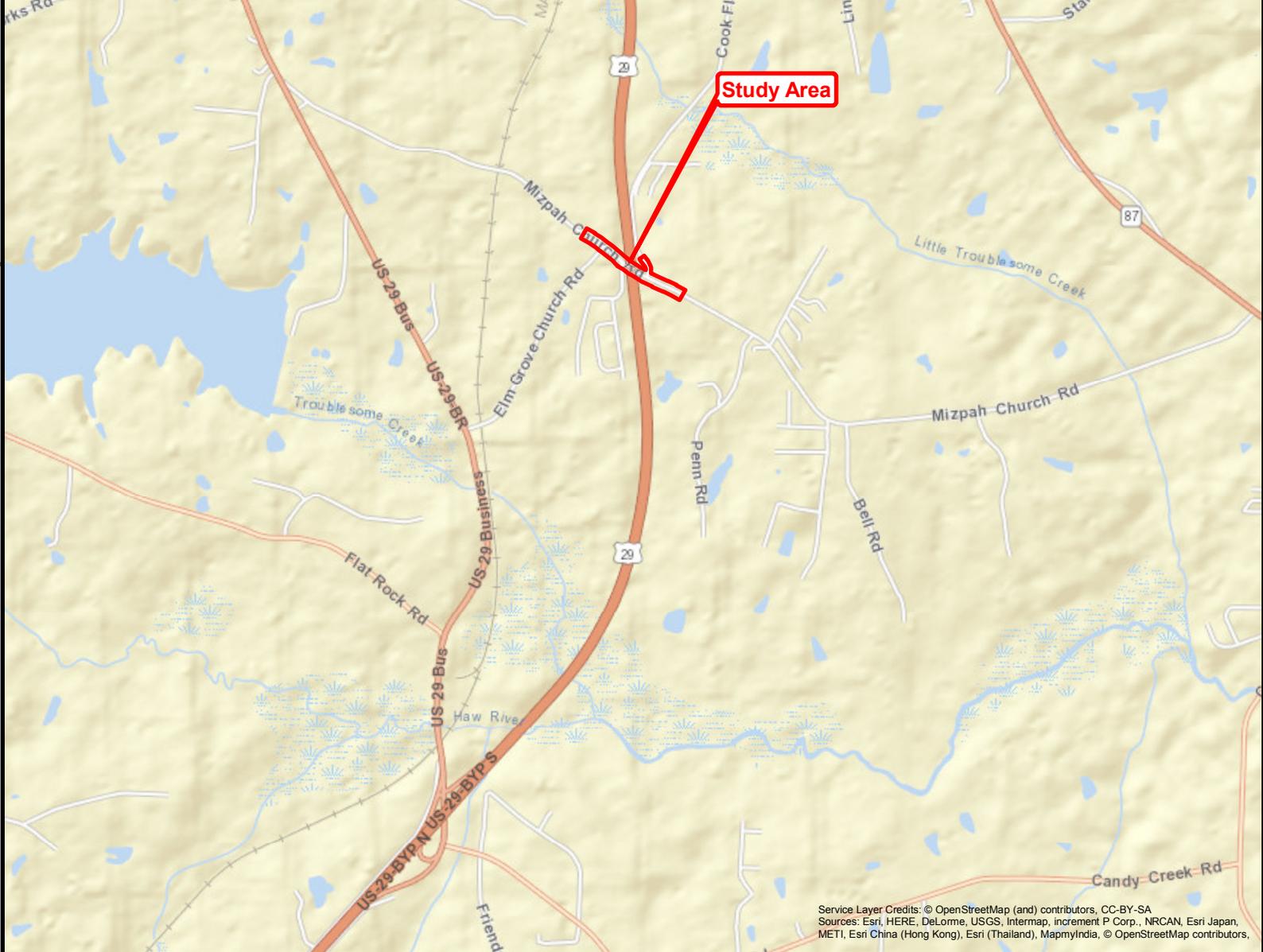
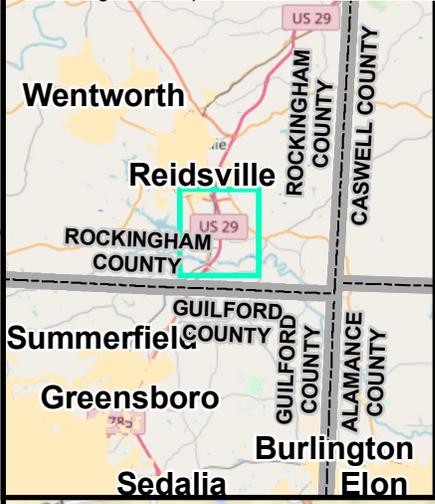
Northern long-eared bat

The US Fish and Wildlife Service has developed a programmatic biological opinion (PBO) in conjunction with the Federal Highway Administration (FHWA), the US Army Corps of Engineers (USACE), and NCDOT for the NLEB in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for NLEB for the NCDOT program in Divisions 1-8 is “May Affect, Likely to Adversely Affect.” The PBO will provide incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Rockingham County, where the project is located. This level of incidental take is authorized from the effective date of final listing through April 30, 2020.

Project requirement for PBO compliance: After project completion, the contract administrator for construction must submit the actual amount of tree clearing reported in tenths of acres.

This information should be submitted at:

<https://connect.ncdot.gov/site/construction/biosurveys/Lists/Northern%20Long%20Eared%20Bat/AllItems.aspx>

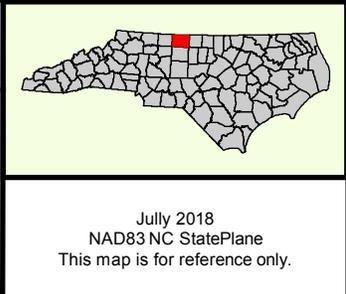


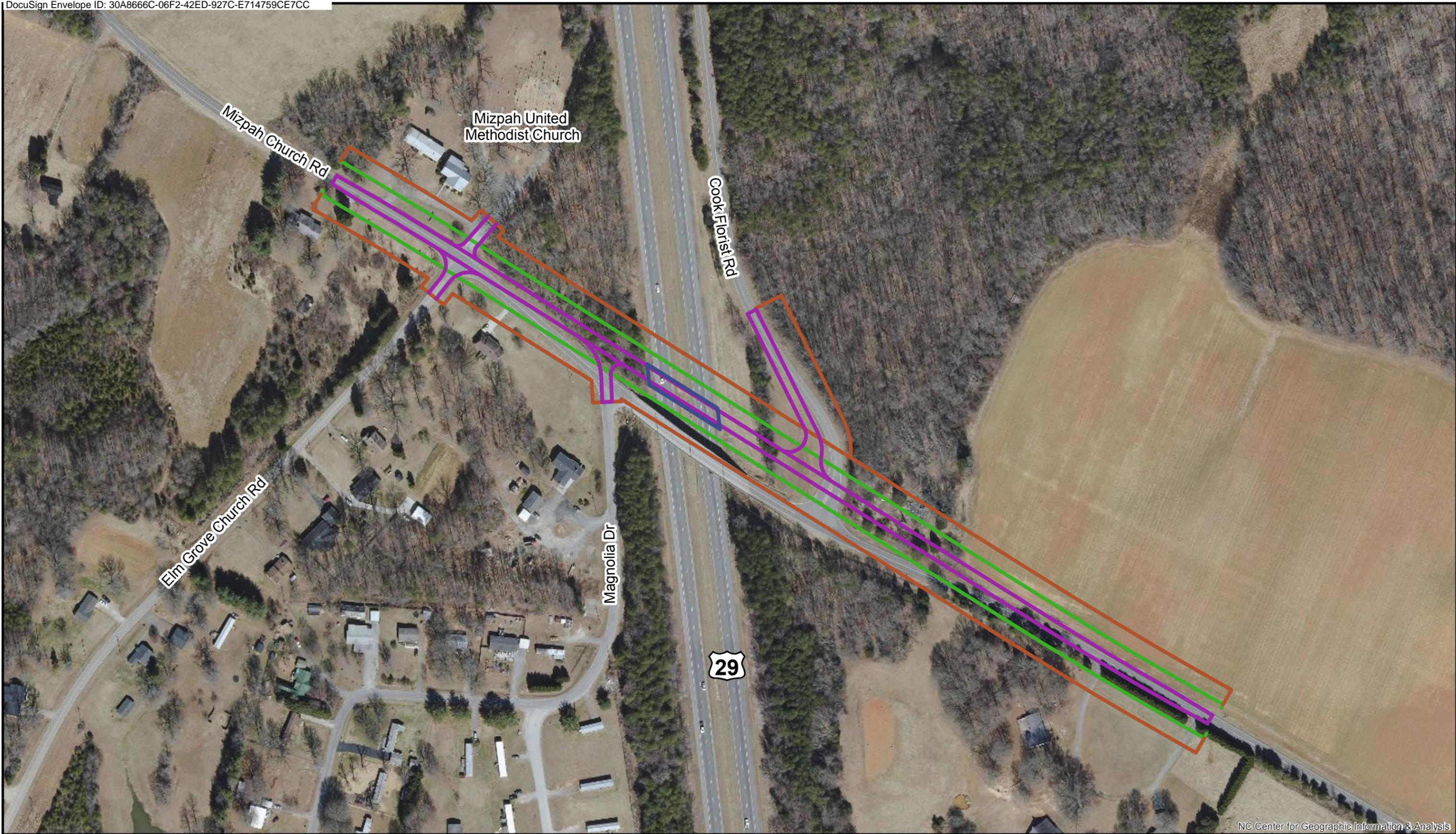
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VICINITY MAP - Figure 1
Replace Bridge No. 780116 on SR 2600
(Mizpah Church Road) over US 29
Rockingham County, North Carolina
TIP Project BR-0042

0 0.5 Miles



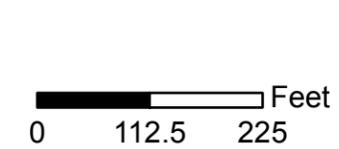


NC Center for Geographic Information & Analysis



Alternative 1
Replace Bridge No. 780116 on SR 2600
(Mizpah Church Road) over US 29
in Rockingham County, NC
TIP Project B-0042

- Proposed Edge of Travel
- Proposed Construction Easement
- Proposed Right of Way
- Proposed Roadway Bridge



Div: 7	TIP# B-0042
Date: October 2018	

Figure
2